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DEATH.

On the 23rd August, at the General Hospital, Shanghai, GEORGE WALLIS JAMES, native of Glasgow, Scotland, late chief mate of s.s. Kwanlee.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st SEPTEMBER, 1903.

The difficulty over the *Supao* edition case at Shanghai has not yet been disposed of. As our Shanghai contemporary the *North-China Daily News* pointed out the other day, the accused cannot be kept in gaol in Shanghai indefinitely. The Washington Government, *REUTERS*' telegram of the 29th August informs us, has now instructed its representative at Peking to decline to surrender them to China. Three weeks ago Sir EMMETT SATOW received instructions from the British Government to the same effect. There was no doubt, after Mr. BALFOUR's statement in the House of Commons, that the Shanghai prisoners were safe from being handed over to the Chinese authorities to receive the same treatment as the unfortunate SHEN at Peking. Nevertheless the action of the United States Government is a welcome seconding of Great Britain's decision. The probable next step is, as the *Daily News* stated last week, that the prisoners will be tried again before the Mixed Court at Shanghai in accordance with the original agreement with the Taotai. The previous trial should never have been interrupted, as it was owing to the willingness of the majority of the Ministers at Peking to oblige the Chinese Government. We gave yesterday the account of Dr. MORRISON, Peking correspondent of the *Times*, of the attitude of the various Ministers over the question of surrendering the *Supao* prisoners. The only correct position was taken up by the Italian Minister, the British *attache* and Japanese Minister both being

obliged to await further instructions. The Italian representative very correctly pointed out that the prisoners' offence was political and that similar freedom of the Press had long been permitted in Shanghai, while it was impossible to overlook the spontaneous undertaking given by the Taotai and hand over the men for the certain punishment without trial which would await them at the hands of the Chinese authorities. There is no need to palliate the offence of the *Supao* prisoners, who were undoubtedly guilty of the use of what may be called criminally reckless language. But they were in an European settlement, and in pleading guilty did so "in the belief that they were to be tried and punished by the humane Mixed Court not with the barbarous cruelty of Chinese tribunals," as Dr. MORRISON puts it. Our Canton correspondent on the 28th ultimo wrote, with an admiration which we can but share, of the outspoken courage manifested by the Canton native Press over the judicial murder of the reformer and journalist SHEN. What fate can we imagine would await such writers if the Palace party's campaign against the Press and Reform generally were to receive the sanction of the Powers who are represented at Peking? With all its faults and intemperances, the native Press help to form, as our correspondent says, a kind of public opinion as far as that is possible in China. No friend of China can hope for any regeneration for her except through the growth of public opinion, and it therefore most strongly behoves all Powers which are sincerely interested in this regeneration of China to refuse to aid in the repression of freedom of thought and the perpetuation of the barbarous system now represented by the Empress Dowager and her friends.

The reported assassination of an United States Consul at Beirut or Beyrouit, as the Syrian town is alternatively spelt, happily turns out to be untrue, though it seems that the Consul was actually fired at. At the present moment all kinds of rumours of the wildest kind are being circulated against the Turks, obviously from interested motives. Their offences, it is true, are rank enough, but that the lies of their enemies, who have recently proved themselves even worse than the Turks, should be allowed to inflame public sentiment in Europe against them is most undesirable. It is plain that there is an organised conspiracy on foot to do this. If it succeeds we can only foresee chaos and anarchy in the Balkans—or else a further exhibition of that "unambitious striving" of Russia to ameliorate the situation of which Mr. BALFOUR told us the other day. It is with great caution that we must receive reports of Turkish outrages. With regard to Beirut we might have been prepared for excesses, for as early as the last weeks of July reports from the town spoke of an alarming lack of public security and of the weakness or indifference shown by the principal local authorities in coping with the situation. *REUTERS*' correspondent, writing on the 25th July said:—"Muslims go about armed, and murder Christians frequently with impunity. Prompt remedial measures are urgently required."

H.M. gunboats *Bramble* and *Britomart* went out for practice yesterday.

The Supreme Court will enter upon the Long Vacation on Monday, the 21st inst.

We hear that it is likely that the German Club will issue a bowling challenge to the Hongkong Club, present holders of the Shield, in about a month's time.

Though the wind was gusty at times on Sunday night and in the early hours of yesterday morning, the typhoon seems to have fulfilled expectations and passed off toward Amoy.

Cricketers competing for a place in the Inter-port team were busy on the Cricket Ground yesterday evening, three nets going at once. The ground was soft on the top, but kicked a good deal.

As the result of a police raid on a house at 13, West Street, in the central portion of the town, on Sunday morning, two gamblers were convicted of being keepers of a common gaming-house and fined \$50 each at the Police Court yesterday, 23 others were fined \$3 each for gambling.

A launch party returning through the Lyemooon Pass the other day discovered that they had left the whisky on the shore, hidden in a bush, and much to the astonishment of the ladies and without giving any reason they made the coxswain 'bout ship to recover it. It was found all right, and they went on their way rejoicing.

Hongkong residents, particularly old Oxonians, will be glad to hear that Mr. C. W. Carrington, son of Sir John W. Carrington, K.B., C.M.G., late Chief Justice of Hongkong, has just been successful in obtaining a First Class in the final honour school of Literae Humaniores ("Greats") at Oxford. Mr. Carrington was at Oriel College, while our former Chief Justice, who an Oxford man, was at Lincoln.

The Spanish Consulate (Mr. A. R. Marty) has been removed to No. 20, Des Vexes Road, next the P. & O. Office.

Mr. Herbert William Reid, A.R.I.B.A., has been admitted partner in the firm of Messrs. Palmer & Turner, architects.

It is reported from parts of the New Territory that ships are fairly plentiful, so there should be a large exodus of sportsmen at the week-end.

The new building of Messrs. Watkins, Ltd., adjoining Messrs. Lane, Crawford & Co.'s premises in Queen's Road, is rapidly nearing completion and in all likelihood Mr. Watkins will be able to enter his new place about the middle of this month.

During the absence from the Colony of Mr. E. W. Tilden, Mr. J. Stuart Thomson will assume charge of the agency for the Pacific Mail S.S. Co., the Occidental and Oriental and Toyo Kisen Kaisha as acting agent, after the sailing of the O. & O. s.s. *Doric*.

A popular M.D. well-known in Honolulu, who was reported drowned in Hongkong Harbour and whose supposed body was washed up at Bay View recently, returned from a trip to Java the other day alive and well, much to the surprise and delight of his numerous friends.

We are informed by Mr. A. R. Lowe, Acting Secretary of the Panjion Mining Co., Ltd., that he is in receipt of a telegram from Mr. W. Kerfoot Hughes at the mines reading:—"About to commence crushing. One pays; work is being put ahead; the mill will work night and day."

There is much congestion at present in Queen's Road at Arsenal Street, where the P.W.D. are widening the thoroughfare. The Army Ordnance side of Arsenal Street has been taken back to a considerable extent, and when the Queen's Road operations there have been completed, this previously narrow way will be very much improved, as it required to be.

Owing to the threatening appearance of the weather yesterday afternoon the attendance at the performance on the Parade Ground was very much smaller than usual. The 10th Bombay Light Infantry band, who performed an excellent selection of music, has greatly improved since it has been under the tuition of Mr. H. S. Tuxford, who conducted yesterday.

The *Universal Gazette*, in connection with the sinking of the Chinese cruiser *Wang Tai* by the *Empress of India*, says that Viceroy Shun, for whom the gunboat was transporting troops, arms, etc., is of the opinion that the fault was entirely on the part of the mail-boat, and therefore he has requested Viceroy Wei of Nanking to instruct Yuan Taotai of Shanghai to engage counsel and sue the agents of the C.P.R. Co. for damages.

The Swatow correspondent of the *N.C. Daily News* says that the fight between the native merchants and the shipping companies there is at an end. It has resulted in a victory for the companies, who stood together all through, and were not dismayed by the influx of triumps. Henceforward the steamship companies will be able either to clear their godowns within a reasonable time for the admission of fresh cargo, or to make consignees pay rent.

According to a gentleman just returned from the Canton-Hankow railway, the rate of progress being made promises to see the railway completed in about 59 years' time. We learn from other sources that by October the line will be in operation to Patsian—15 miles or so from Canton. As a matter of fact the line to Samshui—30 miles—should have been in working order last month. At present there are five miles of the road completed and a pug engine has been put on the line for construction purposes.

In answer to our correspondent "D"—The record of Mr. J. F. C. McDonald (Hongkong P.W.D.) in Shanghai in 1899 was: Ladies; 35 at 200 and 34 at 500 yards—total, 69. Artillery Cup, 35 at 600 and 35 at 700—total, 70. Artillery Cup, 34 at 700 and 35 at 800—total, 69. Grand total, 208 out of a possible 210. In June, 1899, Mr. McDonald won first prizes at Shanghai in the National Rifle Association Medal, in the City Fathers', the Shanghai Club, and two aggregates.

A Northern paper, quoted by *N.C. Daily News*, states that the Tartar General of Moukden, Tseng Chi, has recently secretly memorialised the Throne to the effect that the Russians are proposing to erect a city in the Heilungghiang province, on the Amur river, and make it the viceregal capital of the three Manchurian provinces. The Tartar General in question, it is said, affirms his belief in the truth of this report and urges the Peking Government to lose no time in taking steps to oppose such a step fraught with dangers to the Chinese rule.

The skull and a number of other bones of a great rhinoceros have been found under the foundations of the *Daily Chronicle* Office in Fleet Street. The discovery has attracted a large amount of interest in scientific circles, and it is long since such a specimen of the palaeolithic period was discovered in or near London. The woolly-haired rhinoceros belonged to the very earliest part of the quaternary period, when men dwelt in caves, and used stone implements of the rudest description. The remains were found in a strata of bluish muddy clay about 25 feet below the level of Fleet Street, whilst work was being carried on under the foundations of the machine-room, and may be 100,000 years old. It is possible that more remains of the animal may yet be discovered.

The *Sine capso* states that the Emperor has commissioned a foreign lady to paint his portrait, and that probably it will be completed shortly.

A National League is to be formed at home for the interests of the study and practice of physical education. This is a result of the recent discussion on national physical degeneration.

The London Post Office Guide for the present quarter states that the overland route to China via Russia is "at present only available for correspondence addressed to Kuldja, Chuguchak, Urumai, Urga, and Kalgan, which is sent daily to Russia." The overland route is of course available now for homeward-bound letters from Shanghai.

General von Witzleben, who is regarded as one of the best authorities on the Russian Army, has written an article estimating the strength of the Russian Army in the Far East. General von Witzleben thinks the following an accurate estimate of the army in the Amur military district, viz., 8,400 infantry, 14,000 cavalry, 4,000 field artillery, with 168 guns, 4,000 siege artillery, and 4,000 technical troops. The writer adds that heavy bodies of troops can easily be pushed up to the Amur from the reserve of infantry brigades, the brigade of rifles, the Third Siberian Regiment of Cossacks, and the reserve artillery division. With these reinforcements the Amur force could be easily raised to 150,000.

Not only is the "mosquito plant" (*Ocimum viride*) declared to be useless against mosquitoes, but the eucalyptus is also condemned, at least in its growing form. "Some years ago," writes Sir W. T. Threlton-Dyer, Director of Kew Gardens, "it was announced that blue gum trees would render a malarious locality healthy. Much money was accordingly spent in planting them on the West Coast of Africa, in Cyprus, the Camaguna, and elsewhere. Experience has shown that it rather increased than diminished the malaria by, as is now understood, affording shelter to the anopheles which carries it."

On the evening of the 23rd ult. the C. N. S. *Tungshen*, which had left Weihaiwei that morning, passed through an electric storm of great intensity, lasting about six hours. An account in the *N.C. Daily News* says that at about five p.m., simultaneously with a vivid flash of lightning, a meteorite, looking like a ball of fire, was observed to strike the water at a distance of about a quarter of a mile from the *Tungshen*, producing the effect of a large shell striking the sea. A column of blue vapour and steam rose slowly to a height of about thirty feet, and slowly drifted away with the wind. The accompanying report sounded like the discharge of a large gun.

The Japanese Press treats the death of Lord Salisbury in the most feeling terms, says the *N.C. Daily News* Tokyo correspondent. All the papers publish portraits and biographies and say that the peace and prestige amid which he entered his long rest testify to the soundness of his political judgment throughout his prolonged career, which, though less distinguished than Prince Bismarck's, never lost the chill autumn wind as did the German statesman's. They note that, overriding lesser men's prejudices, he abandoned England's habitual isolation to join hands with Japan, who now mourns him as a friend that knew and trusted her. They call him the greatest adept in foreign politics of the nineteenth century, and rejoice that his mantle has fallen on men of his own kindred and training.

In his book called *My Colonial Service*, which we reviewed lately, Sir William Des Vexes tells an anecdote as to the intimate knowledge of the British fleet displayed by a Russian Grand Duke whom he met at Hongkong. The Grand Duke, who is an Admiral, told Sir William that he knew the armament and speed of every ship in the British Navy, and could, moreover, identify through the telescope any ship in the Navy List. Wholly sceptical, Sir William asked the Admiral to what class belonged a certain mail vessel which he had crossed to America a few years previously. The reply was prompt and accurate, and the armament and speed mentioned. The Grand Duke said he kept a portfolio in which were pasted photographs of every class and type of ship in our Navy; and every ship in each particular class was described in full. He had the details by heart by diligent study. In the event of war, if he saw a British ship approaching his own vessel, he would soon recognise the type, and decide at once whether to run or fight, according to the armament opposed to him.

The mosquito plague in America is reported to be worse this year than ever before. New Jersey is usual the chief sufferer, the marshes that abound throughout the State being an unsuppressible breeding-ground. Every preventive has been tried and all have failed. The marshes, the ponds, the swamps have been drenched in crude oil with no effect except to impart an oily flavour to the milk of the cows. In some parts the farmers are washing their cows in a mixture of carbolic acid and oil to get them to milk at all. Horses have died from the bites of the mosquito. The pianos and verandahs are deserted; men working out of doors are protecting themselves by huge bonfires; and inside the house the burning of joss-sticks seems to be the favourite remedy. At night time New Jerseyites are anointing themselves with pennyroyal, oil of tar, and citronella oil. The lawns remain unworked because only a man in steel armour can face the clouds of pests that rise from the grass. In fact the only person who is at all happy in the State entomologist, who publicly congratulates himself every other day on the abundance of his material.

TELEGRAMS.

REUTERS' SERVICE.

BEIRUT ASSASSINATION CONTINUED.

LONDON, 29th August. The assassination of the United States Consul at Beirut, which was officially announced in Washington, now appears to be an error in the Government's cypher telegram; the man actually fired at, but missed the Consul.

THE "SUPAO" PRISONERS.

LONDON, 29th August. The Washington State Department has instructed its representatives in China to decline to surrender the Shanghai journalists.

THIRD "AMERICA" GUP RACE.

LONDON, 29th August. The third race has been postponed to Monday owing to a gale.

THE BALKAN TROUBLES.

LONDON, 29th August. A detachment of troops while passing the Austrian Consulate at Uskub fired a volley at the building. No one was injured, but it is considered a grave indication of the uncontrollable fanaticism and indiscipline of the troops. In diplomatic circles in Constantinople, the situation is regarded as most serious.

HEALTH OF HONGKONG.

During the 24 hours ended at noon yesterday, no plague cases were reported. The weekly return issued from the Sanitary Office yesterday for the week ended the 29th ult. shows three cases of plague—all Chinese and all fatal. There was one fatal case also of cholera, the victim being an Austrian. No other cases of infectious diseases were reported.

THE OPIUM FARM.

The tenders for the Opium Farm were opened yesterday. It was found that the present farmer had offered \$2,220,000 per annum or \$185,000 per month. The next offer was that of Ho Jek San with \$1,557,000, at the rate of \$165,000 per month. In ordinary circumstances the highest tenderer would have secured the contract, but it seems that the present farmer (who was the highest tenderer) failed for some reason or other to attach the required guarantee of \$30,000 to his tender. This omission, he contends, was only a mere slip, but as the conditions had been publicly advertised there appears to be nothing for it but that the Government should accept the best tender in compliance with the requisition. Accordingly the second tender, although \$20,000 a month less, is the tender to be accepted. There is a report that the present farmer will contest the award of the Legislative Council. On the last occasion on which the Opium Farm was put up for sale the price paid was only \$750,000 a year.

HIGH JINKS AT LAICHIKOK.

A correspondent, "Dumey," writes under date 31st August:—A picnic party went yesterday to Laichikok joss-house, which is just behind Stonecutter's Island and about 4 o'clock in the afternoon a party of some twenty soldiers came to the beach in front of the joss-house and although these men could perfectly well see that there were a number of ladies inside the house, two of them stripped themselves stark naked not seventy-five yards away from where we were and started walking about and playing in the water, which was scarcely knee-deep. After going out for a swim they returned and gave an exhibition of their ability by dancing a jig on the sand and then coming quite close to where we were, in their naked state. Such conduct on the part of these men is shameful in the extreme and a disgrace to the uniform they wear. Although one of the men was requested to warn the bathers that there were ladies present, he seemed to have taken no notice and sat on the beach with his other comrades enjoying the sight. I may mention that there were amongst them men belonging to the R.E., R.G.A., A.O.C. and two or three in civilian attire and that a good number of them were not ordinary soldiers but men who had stripes on them. The steam-launch by which they returned was the *Miner*, flying the Blue Ensign. I trust the officers will be able to bring the culprits to book with the indications given above, so as to avoid a recurrence of this disgraceful show of want of decency.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen at Vladivostok, risen elsewhere, particularly over Formosa and the S.E. coast of China. The depression appears to be filling up to the W. of Amoy. Pressure remains high over Japan, and a depression is moving Eastwards over Manchuria. Fresh S.E. winds in the Formosa Channel and moderate S. monsoons over the N. part of the China Sea. Forecast:—Moderate S. winds; equally thunder-showers.

PAKHOI.

FROM OUR CORRESPONDENT.

Pakhoi, 26th August.

THE YAMCHOW BANDITS. Admiral Ho, of the Kwangtung Squadron, returned on the 13th instant from his visit to Yamchow and left definitely for Canton with his small fleet on the 18th instant. As might have been presumed, during his comparatively short stay at Yamchow the evil-doers are said to have behaved in a most orderly way, but soon after the Admiral's departure they resumed their work of depredation with renewed activity, and with such boldness, I hear, that the Native Customs and the *lekin*-stations were both ransacked and rased to the ground, resulting in the death of three of the *Tao-yes* or employees of these stations.

PLAQUE.

Bubonic plague, it is reported, has claimed many victims in both Yamchow and the small island of Waichow. It is a wonder how this pest is still enjoying immunity from the dreaded scourge this year, considering its proximity to and its daily contact with these places.

AN EPISCOPAL VISIT.

Monsieur J. M. Mèrel, Roman Catholic Bishop of the Province of Kwangtung, travelling by land, arrived here the week before last on his pastoral visit to the different mission stations under his charge. After a stay of a few days, here he left for the island of Waichow on board the Chinese man-of-war *Chun Tui*, returning by a passage-boat, and left again on board the s.s. *Hui* on the 22nd instant for Haiphong and Hanoi.

It may not be out of place to mention here that the island of Waichow is a little dot in the Gulf of Tonkin, distant about forty miles from this port. The island has a population of between nine and ten thousand souls, and its chief industries are fishery and husbandry. The natives are almost without exception of Hakka descent, and a large proportion profess Roman Catholicism. No missionaries of other denominations are known to have touched this soil. The islanders are said to be quiet in their natural tendencies and general disposition.

COMMERCIAL DEPRESSION.

As an evidence of the depression of trade in this port, I may mention that the firm of Kwan Hop, one of the oldest Cantonese merchants, of some thirty years' standing, became insolvent at the beginning of the present month. The liabilities are stated to be over Tls. 12,000; the loss fell mostly on the local merchants. The manager and the principal employees have absconded, leaving the shop, which was found empty of valuables, in charge of a few servants. The partners were all absent.

THE KEROSENE TRADE.

It is probably not generally known that Messrs. A. Schomburgk and Co. have a spacious godown in the extreme west part of the beach, specially built about two years ago, for storing kerosene oil, of which they are the chief importers. Mr. A. R. Marty is now erecting an identical building and for the same purpose. The building is fast approaching completion, and I expect then to see keen competition between the two parties. The chances of fire in the midst of the populace will be considerably reduced when the bulk of this highly inflammable oil is isolated in the beach.

CORRESPONDENCE.

CRUELTY IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 31st August. Sir,—The letter signed by "A Foreigner" and published in your yesterday's paper under the above heading was written in a tone quite uncalled for especially by one who claims to be an Englishman, a subject of the Great King of England—the Nation of Freedom and Fairplay. It is exceedingly surprising to find that "A Foreigner's" only regret was that "such treatment (as described by your other correspondent 'A Hearty Supporter') was not meted out on a more extensive scale." Common sense will tell "A Foreigner" that such a statement is ridiculous and could only tend to encourage barbarity and incite murder among mankind. How could "A Foreigner" expect to become a member of the newly-formed Society for prevention of cruelty to animals if he does not understand what is CIVILISATION.

CHOLERA AT SHANGHAI.

The *N.C. Daily News* of the 26th ult. writes:—"We regret to state that there is quite an epidemic of cholera in the shipping world. Yesterday Mr. T. Weir, Marine Superintendent of the China Merchants' S. N. Co., received a telegram from Wanchow that Mr. A. Adair, chief engineer of the *Poochi*, had died of cholera. Mr. Adair hailed from the banks of the Clyde and was most popular here, not only in shipping circles, but with the general public and also as a footballer. Yesterday also cholera broke out aboard the C.E. and M.S. *Yungping*. In the morning Chief Officer H. Watson was taken ill and was sent to the Hospital in charge of the Chief Engineer, Mr. W. Riebs. Mr. Riebs delivered his charge safely, but on his journey back to his ship in a sampan was himself taken ill and was lifted from the sampan to the ship in an almost insensible condition. He died aboard the ship at 1.30 p.m. yesterday. The funeral will probably take place this afternoon. Mr. Watson was reported last night as doing well." It is high time that the sanitary authorities here pronounced quarantine against Shanghai.

SUPREME COURT.

Monday, 31st August.

IN ORIGINAL JURISDICTION.

BEYOND HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CLAIM ON PROMISSORY NOTES.

A case was called in which Cheong Kam Tin sued the Nam Cheong firm for \$37,104.65 on promissory notes. Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. E. A. Bonner of Messrs. Denny & Bowley, solicitors), appeared for the plaintiff; the defendants, whose solicitors were Messrs. Ewins & Harston, were unrepresented.

Mr. Sharp stated that the plaintiff was a partner in the Nam Cheong firm. The amount for which he sued was due to him on 25 promissory notes. The defence was that at the time the promissory notes were given the plaintiff was a partner in the Nam Cheong firm and no account had been taken and no balance struck of the partnership property. In reply to that the plaintiff stated that for a period of about nine years, before the transactions referred to in these proceedings, he was a partner in the Nam Cheong firm, but on 8th March, 1902, he resigned from his partnership and handed over his share to one Chao Hop Kee.

His Lordship—They do not deny that the notes were given?

Mr. Sharp—No.

His Lordship—Then the only question is whether he was a partner at the time or not?

Mr. Sharp—Yes. Proceeding, he said that the reason of Cheong Kam Tin leaving the defendant firm was that they had very large dealings with Messrs. Meyer & Co. and it was felt that it was not convenient for the company of Messrs. Meyer & Co. to be a partner of Nam Cheong firm. He therefore resigned, and handed over his share to Chao Hop Kee. As compared to Messrs. Meyer & Co. he was responsible for Chinese custom and he paid for all goods received in promissory notes according to the usual Chinese custom. He had been sued by Messrs. Meyer & Co. for this amount and had had to pay it.

Evidences having been heard,

His Lordship gave judgment for plaintiff for the full amount claimed and costs, with interest at the rate of 8 per cent. from the date of the writ till the date of the judgment. He mentioned that he had been asked by the defendants' solicitors to delay the hearing of the case to permit of a certain witness in Canton giving his evidence before the British Consul, but as the solicitors could not guarantee that this witness would actually go before the Consul to give his evidence and certainly would not come to Hongkong to give it in case of being arrested, and as the case had been on the hearing list for about a year, he felt that he could not grant the commission.

Judgment was entered accordingly. The Court adjourned.

LATE TELEGRAMS.

[VIA SHANGHAI.]

THE FAR EASTERN QUESTION.

Berlin, 24th August.

The *St. Petersburgskaja Voeneskaja* published a leader, which is couched in exceptionally strong terms against Japan. Prince Onokomsky's paper declares that it is much more important to overcome Japan than to conquer Constantinople. The repeated statements of foreign papers, according to which Germany will join Russia and France when attacking Japan, are here again declared to lack all foundation.—O. Lloyd.

THE HUMBERT TRIAL.

Paris, 24th August.

After the pleadings, M. Thérèse Humbert made a declaration which she concluded by saying that Crawford's real name was Régner, and that he was the intermediary between Bismarck and Bazaine. The declaration made a sensation. The jury having deliberated, Thérèse and Frédéric Humbert were sentenced to five years' imprisonment and a fine of 100 francs; Emile Humbert to two years' imprisonment; and Romain to three years.

GARIBOLDI'S SON DEAD.

Paris, 24th August.

Monotti Garibaldi is dead. [L'Echo de Chine says that the French people will mourn the late Monotti Garibaldi almost as much as his own countrymen. The eldest son of the great hero and patriot, he distinguished himself in the Franco-German war at the Battle of Dijon in January 1870, almost the only occasion in which a German flag was taken by the French. Of late years he had settled down as a farmer near Rome, and his death is supposed to be due to an accident which befell him not long since, in which one of his legs was seriously injured.]

THE BALKANS.

London, 25th August.

Refugees who have arrived at the mouth of the Bosporus to the number of 800, include the Governor and officials of Iznik. They declare that the bands operating in Eastern Adrianople consisted of Bulgarians in uniform armed with rifles. The Turks have abandoned Iznik and other places on the coast of Adrianople.—N.C.D.N.

FATAL FIRE AT BUDAPEST.

London, 25th August.

In a fire at a fancy goods warehouse above which were residential flats at Budapest, thirteen inmates jumped from the windows. Thirteen were killed and sixteen injured and it is believed that fifty others perished in the flames.—N.C.D.N.

HONGKONG HOTEL CO., LD.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon, on Monday, the 7th September.

Gentlemen—The directors now beg to submit their report for the half-year ended the 30th June, 1903.

ACCOUNTS.

The profit on working account amounted to \$132,014.17, as compared with \$116,370.94 for the corresponding period of 1902, being an increase of \$15,643.23.

The profit and loss account, including the sum of \$272.09 brought forward from 31st December, 1902, shows a credit balance of \$126,659.41, which your directors propose to apportion as follows:

To pay a dividend of 12 per cent.	\$72,000.00
To write off from value of furniture and fixtures	10,000.00
To transfer to repairs and renewals account	10,000.00
To transfer to a special reserve fund against cost of installation of the electric light	20,000.00
To write off from value of steam launch	1,000.00
To carry forward to new account	13,659.41
	\$126,659.41

ELECTRIC LIGHT.

It is hoped the entire building will be furnished with the electric light quite early next year. The directors have thought it advisable to recommend the transfer of \$20,000 of the profits to a special reserve fund to meet part of the cost of the installation.

DIRECTORS.

Mr. R. G. Wilcox retired by rotation, but offers himself for re-election. Mr. Edward Osborn has been granted twelve months' leave of absence.

AUDIT.

The accounts have been audited by Messrs. H. U. Jeffreys and A. R. Lowe, who offer themselves for re-election.

W. PARFITT, Chairman.

Hongkong, 31st August, 1903.

The accounts are as follows—

BALANCE SHEET, at 30th June, 1903.

LIABILITIES.

Capital—	\$900,000.00
12,000 shares at \$75 each (fully paid-up)	\$900,000.00
1,000 mortgages debentures authorized issued at \$100 each	\$100,000.00
Less 475 ditto, held by the Co.	(47,500.00)
Reserve fund	232,500.00
Sundry creditors	22,532.50
Unclaimed dividends	3,681.00
Repairs and renewals account—balance as per statement	1,522.07
Profit and loss account—balance as per statement	126,659.41
	\$1,111,695.47

ASSETS.

Value of land and building as per last report:

Mortgage No. 1, and Remains of the former Marine Hotel

No. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 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VESSELS ADVERTISED AS LOADING.

CANADIAN PACIFIC RAILWAY CO.'S

SESSLE'S NAMES	FLAG	CAPTAIN
CHUBAN	Brit. str.	W. W. Cooke
SUMATRA	Brit. str.	W. Hayward
PINGUEVEY	Brit. str.	C. Wernall
JASON	Brit. str.	
NESTOR	Brit. str.	A. D. Baker
AWA MARU	Jap. str.	N. Krona
SALAZIE	Frean. str.	Mcree
KINTUCU	Brit. str.	Robinson
KALAMURA	Jap. str.	H. Peterson
GLACUZE	Brit. str.	
AGAMENNON	Brit. str.	
PAK LING	Brit. str.	
KIAUSCHOU	Jap. str.	Beltratti
KONIGSHERR	Ger. str.	Mayer
ANDALUSIA	Ger. str.	von Dohra
ABERSNIA	Ger. str.	Filler
BRIGAVIA	Ger. str.	Schulke
SAXONIA	Jap. str.	Frehmer
PERSIA	Aus. str.	Caglietto
MOGUL	Brit. str.	
NORDKYN	Rus. str.	A. Boer
E. OF JAPAN	Brit. str.	H. Pybus
UKHART	Brit. str.	E. Beetham
EDUCATION	Brit. str.	
CHINCHU MARU	Jap. str.	T. Thompson
OLIVARIA	Brit. str.	Truett
TOR	Jap. str.	A. Christensen
INDRAGANHA	Brit. str.	R. P. Craven
CHANG-NGA	Brit. str.	T. Moore
CHAMAO MARU	Jap. str.	E. W. Howell

VESSEL'S NAME	FLAG	CAPTAIN
CHUDAN	Brit. str.	W. W. Cooke
SUMATRA	Brit. str.	W. Hayward
PINGUEVEY	Brit. str.	C. Warrall
JASON	Brit. str.	.....
NESBOR	Brit. str.	.....
PERLA MARU	Brit. str.	A. D. Baker
SALAZAR	Fren. str.	N. Tonné
KENTUCKE	Brit. str.	Negro
KAKAKUBA M.	Jpn. str.	Robinson
GLAUCUS	Brit. str.	H. Peterson
AGAMEMNON	Brit. str.	.....
PAK LING	Brit. str.	.....
KIAUTSCHUO	Hay. str.	Dohrens
KONIGSBERG	Ger. str.	Mayer
ANDALUSIA	Ger. str.	von Dohren
ABERINIA	Ger. str.	Filber
BRIGAVIA	Ger. str.	Schulke
SAXONIA	Ger. str.	Hofmann
PERLA	Aus. str.	Caglietto
MOGUL	Brit. str.	.....
NORDKEY	Rus. str.	A. Beer
E. OF JAPAN	Brit. str.	H. Pybus
TARTAR	Brit. str.	E. Boehman
DEUCALION	Brit. str.	.....
SHINANO MARU	Jap. str.	W. Thompson
OLYMPIA	Brit. str.	Truebridge
TORA MARU	Jap. str.	A. Christensen
INDRAMASIA	Brit. str.	R. P. Craven
CHANG-HIA	Brit. str.	T. Moore
KUMANO MARU	Jap. str.	E. W. Haswell
EASTERN	Brit. str.	W. Ellis
CHINGTO	Brit. str.	D. C. Gregor
KINSHUI MARI	Jap. str.	T. Harrison
EASTERN	Brit. str.	W. Ellis
HIKOSHIMA M.	Jap. str.	J. Nagao
WAKASA MARU	Jap. str.	J. B. MacMillan
KANAGAWA M.	Jap. str.	J. MacKenzie
YAWATA MARU	Jap. str.	A. E. Moses
LOONGMOON	Ger. str.	F. Schulz
ZIETEN	Ger. str.	B. Wolheim
ACTUALIEN	Fren. str.	Verrion
SINLA	Brit. str.	S. de B. Lockyer
IOHANG	Brit. str.	Jones
DAIGI MARU	Jap. str.	W. Graves
SHIMIZU M.	Jap. str.	K. A. Kashi
ANPING MARU	Jap. str.	I. Goto
SHANTUNG	Brit. str.	.....
KWEIYANG	Brit. str.	Montosh
THALHE	Brit. str.	Robson
KAIFONG	Brit. str.	.....
ROSETTA MARC	Jap. str.	N. Tuto
LOONGHANG	Brit. str.	G. S. W. Gail
RUBI	Brit. str.	R. W. Almond
CHANGSHA	Brit. str.	T. Moore
SUNGKING	Brit. str.	Outerbridge
PERLA	Brit. str.	J. McQuinty
WICHANG	Brit. str.	Sommarville
BOMBAY MARU	Jap. str.	.....
.....	Jap. str.	Magarini
.....	Jap. str.	J. G. Smeets

FEED. LAESZ	Gor. str.	Sachs	.....
KUMRANG	Brit. str.	Baller	.....
TIENTSIN	Brit. str.	H. W. Kerrick	.....
SWIFT	Brit. str.	A. E. Mengor	.....

PORTLAND & ASIA

PROPOSED SAILINGS FROM HONGKONG *via*
OF JAPAN, MOJI, KOBE AND YOKOHAMA
OPERATING IN CONNECTION WITH THE **OREGON R.**
STEAMSHIP TONS.

"INDRASAMHA"	5,197	R.
"INDHABELLI"	4,899	W.
"INDRAJITIA"	4,899	A.

Through Bills of Lading issued to Pacific
United States Ports. For through rates of
with or apply to

ALLAN

Hongkong, 22nd August, 1903.

HAMBURG-AM NORDEUTSCHE OSTASIATISCHER FRA

Taking Cargo at through rates to AFRICA
LISBON, OPORTO, LONDON, LIVERPOOL,

FEED. LAESZ	Gor. str.	Sachs	.....
KUMRANG	Brit. str.	Baller
TIENTSIN	Brit. str.	H. W. Kerrick
SWIFT	Brit. str.	A. E. Mengor

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HAMBURG-AM NORDEUTSCHE OSTASIATISCHER FRA

Taking Cargo at through rates to AFRICA,
LISBON, OPORTO, LONDON, LIVERPOOL,

LEVANTE, BLACK SEA AND GULF PORTS.

PROPOSED SAILING
SUBJECT TO
STEAMERS. BEST

KONIGSBERG	(HAYRE, BREME
Capt. Blayer	(Calling at Singa
ANDALUSIA	(HAYRE and HAY
Capt. von Dohien	(Calling at Singa
ADESINIA	(HAYRE and HAY
Capt. Filler	(Calling at Singa
BRISGAVIA	(HAYRE and HAY
Capt. Schülke	(Calling at Singa
SAXONIA	(HAYRE and HAY
Capt. Brechmer	(Calling at Singa

For Further Particulars, apply to

123

IMPERIAL G
TE
NORDDEUTSCHER LLOYD
STEAM FOR SINGAPORE, PENAN
SAID, NAPLES, GENOA, A
PORTS IN THE LEVANTE, BLA
LONDON, NEW YORK, BOSTON, BAL
AND SOUTH A
STEAMERS WILL CALL AT GEBRALTA

ROYAL MAIL STEAMSHIP LINE.

**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.**

**CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.**

PACIFIC STEAMSHIP CO
PORTLAND, OREGON
RAILROAD & NAVIGATION CO

CAPTAIN	TO SAIL ON	
Craven	September	13, 1903
Craven	October	14, 1903
Hollingsworth	November	14, 1903

Covers Points on all Eastern, Canadian and
 Freight and further information, communicate

CAMERON, GENERAL AGENT.

(14)

AFRIKA LINIE

HER LLOYD.

DAMPFER DIENST.

AMSTERDAM, ROTTERDAM, COPENHAGEN,
GLASGOW, TRINITE, GENOA, PORTS in the
NORTH and SOUTH AMERICAN PORTS.

FROM HONGKONG.

ALTERATION.

DESTINATION	DEPARTURE DATE	FARE
AMSTERDAM	On 13th Sept.	Freight & Passengers.
AMSTERDAM and Penang...	On 23rd Sept.	Freight.
AMSTERDAM and Colombo)	On 6th Oct.	Freight.
AMSTERDAM and Penang...	On 29th Oct.	Freight.
AMSTERDAM and Colombo)	On 3rd Nov.	Freight.
AMSTERDAM and Penang...		

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1,
GERMAN MAIL.
HAMBURG-AMERIKA LINIE.
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT
SAID, BREMEN/HAMBURG,
NORTH SEA AND BALTIC PORTS; ALSO
NEW YORK, NEW ORLEANS, GALVESTON
AND SOUTHAMPTON TO LAND PASSENGER-
AND CARGO OF LADING FOR THE PRINCIPAL PLACES
OF THE WORLD.

LONG-SUBJECT TO ALTERATION
SAILING DATES.

WEDNESDAY	...	2nd September
THURSDAY	...	17th September
WEDNESDAY	...	30th September
WEDNESDAY	...	14th October
WEDNESDAY	...	25th October
WEDNESDAY	...	11th November
WEDNESDAY	...	25th November
WEDNESDAY	...	9th December
WEDNESDAY	...	23rd December
1904		
WEDNESDAY	...	6th January
WEDNESDAY	...	20th January
WEDNESDAY	...	3rd February
WEDNESDAY	...	17th February
WEDNESDAY	...	2nd March

BER, 1903, at NOON, the Steampship "KAUF-
 MBER, Captain Bohrens, with MALES, PASSENG-
 ers and cargo, CALLING at NAPLES and GENOA.
 on MONDAY, the 31st August, Cargo and
 on TUESDAY, the 1st September, and Parcel
 on WEDNESDAY, the 1st September.
 Receipts will be signed for less than \$2.50
 Measurement.
 and carries a Doctor and Stewardesses.

DEUTSCHER LLOYD.
HERS & CO., AGENTS.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept. 1903
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S.	"EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov.
R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th Dec.
R.M.S.	"EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S.	"EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S.	"EMPRESS OF INDIA"	6,010 Tons	WEDNESDAY, 27th April
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May

THE magnificent **TWIN-SCREW "EMPERESS" STEAMSHIPS** of this Line pass through the famous **INLAND SEA OF JAPAN**, and usually make the voyage **YOKOHAMA TO VAN COUVE (E.C.) IN DAYS ("TABLET")** and "AT THE" **DAYS**, saving **THREE DAYS TO A WEEK** in the Trans-Pacific journey and make connection at with the **PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY**, which leave daily, and cross the Continent **FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE** in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through at all principal points and **AROUND THE WORLD**. Return tickets reduced rates, Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS**, (second to none in the World), the **LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS** (the Company having received the highest awards for same at Chicago World's Exposition), and the **MAGNIFICENT MOUNTAIN AND LAKE SCENERY** through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Brocks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Peider Street.

<div> <div>NIPPON YUSEN KAISHA.</div> <div>(THE JAPAN MAIL STEAMSHIP COMPANY).</div> </div>			
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
STAMENES.	DESTINATIONS.	SAILING DATES.	
HIROSHIMA MARU J. Nngao	KOBE and YOKOHAMA	FRIDAY,	4th Sep. at DAYLIGHT.
AWA MARU N. Fromat	MARSEILLE'S, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY,	5th Sep. at DAYLIGHT.
BOMBAY MARU T. Murai	BOMBAY via SINGAPORE and COLOMBO	TUESDAY,	8th Sep. at NOON.
SHINANO MARU W. Thompson	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY,	8th Sep. at 4 P.M.
YAMATA MARU A. B. Moses	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY,	9th Sep. at NOON.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY,	11th Sep. at DAYLIGHT.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNS- VILLE and BRISBANE	FRIDAY,	11th Sep. at 4 P.M.
KINSHU MARU T. Harrison	MOJI, KOBE and YOKOHAMA	TUESDAY,	15th Sep. at NOON.
KAMAKURA MARU H. Peterson	MARSEILLE'S, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY,	19th Sep. at DAYLIGHT.
TOGA MARU A. Christensen	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY,	22nd Sep. at 4 P.M.
KANAGAWA MARU J. MacKenzie	KOBE and YOKOHAMA	FRIDAY,	25th Sep. at DAYLIGHT.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.			
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Canton Road.			
Apply to—		T. S. TAKAYANAGI, Acting Manager.	

NORTHERN PACIFIC STEAMSHIP CO
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA.
FOR
VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Trubridge	2,857	September 10th
* LYRA	F. Williams	4,417	September 17th
TACOMA	A. Dixon	9,842	September 24th
VICTORIA	J. Pantor	5,762	October 10th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

7.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon ships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
PERLA.....	1980	J. McGinty	Cebu and Iloilo.	Thurs, 1st Sep., 5 P.M.
RUBI.....	2540	R. W. Almond	Manila.	Sat., 5th Sep., 10 A.M.
ZAFIRO.....	2540	R. Rodger	Manila.	Sat., 12th Sep., 10 A.M.

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong 1st September 1903

OCEAN STEAM SHIP CO. LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	On 2nd September.	"DEUCALION"	On 2nd September.
GLASGOW and LIVERPOOL...	On 8th September.	"AGAMEMNON"	On 8th September.
GLASGOW and LIVERPOOL...	On 15th September.	"JASON"	On 15th September.
GLASGOW and LIVERPOOL...	On 22nd September.	"PAK LING"	On 22nd September.
GLASGOW and LIVERPOOL...	On 29th September.	"CALCHAS"	On 29th September.
GLASGOW and LIVERPOOL...	On 6th October.	"TANTALUS"	On 6th October.
GLASGOW and LIVERPOOL...	On 13th October.	"ANTENOR"	On 13th October.
GLASGOW and LIVERPOOL...	On 20th October.	"OANFA"	On 20th October.

HOMWARDS.		STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP...	On 1st September.	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP...	On 15th September.	"KINTUOK"	On 15th September.
LIVERPOOL, MARSEILLES, LONDON and ANTWERP...	On 22nd September.	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP...	On 29th September.	"CLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP...	On 13th October.	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON and ANTWERP...	On 23rd October.	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP...	On 27th October.	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.		STEAMERS	TO SAIL
The ss. "DEUCALION" left Singapore on the 28th inst., p.m., and is due here on the 2nd September.		"DEUCALION"	On 2nd September.
The ss. "TELEMACHUS" left Tacoma on the 9th inst., for Japan ports and Hongkong.		"CALCHAS"	On 2nd October.
For Freight, apply to—		"OANFA"	On 2nd November.

CHINA NAVIGATION CO. LIMITED.

FOR SWATOW, CHEFOO and TIENSIN...		STEAMERS	TO SAIL
NINGPO and SHANGHAI		"KWEIYANG"	On 1st September.
MANILA		"IOHANG"	On 2nd September.
ILOILO		"KAIFONG"	On 2nd September.
AMOI, SAMARANG and SOERABAYA		"WUOHANG"	On 4th September.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		"SHANTUNG"	On 5th September.
MANILA		"CHANGSHA"	On 8th September.
YOKOHAMA and KOBE		"SUNGKIANG"	On 9th September.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled table, a duly qualified Surgeon is carried.		"CHINGTU"	On 12th September.

TOYO KISEN KAISHA MANILA LINE.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE..... (Passing through the Inland Sea)	BORNEO D. C. Grogar, R.N.R....	About 4th September	Freight and Passage.
SINGAPORE and BOMBAY	TIENTSIN H. W. Kenrick, R.N.E....	About 5th September	Freight only.
LONDON, &c.....	CHUSAN W.-W. Cooke, R.N.R....	Noon, 15th September	See Special Advertisement.
SHANGHAI	SINMA S. de H. Lockyer, R.N.R.	About 19th September	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, FORT SAID and MARSEILLES	SUMATRA W. Hayward, R.N.R....	About 18th September	Freight and Passage.

For further Particulars, apply to

L. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1903.

[1]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE...		STEAMERS	TO SAIL ON	REMARKS.
(Passing through the Inland Sea)		BORNEO	About 4th September	Freight and Passage.
SINGAPORE and BOMBAY		D. C. Gregor, R.N.R.	September	
LONDON and BOMBAY		TIENSIN	About 5th September	Freight only.
SHANGHAI		H. W. Kenrick, R.N.R.	September	
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES		CHUSAN	Noon, 12th September	See Special Advertisement.
For further Particulars, apply to—		W. W. Cooke, R.N.R.	September	
L. A. HEWETT, Superintendent.		SIMLA	About 12th September	Freight and Passage.
Hongkong, 1st September, 1903.		S. de H. Lockyer, R.N.R.	September	

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		STEAMERS	LEAVING
TAMSAI, VIA SWATOW		"DAIGI MARU"	SATURDAY, 5th September.
ANPING, VIA SWATOW		T. W. Groves	September.
AND AMOI		"MAIDZURU MARU"	WEDNESDAY, 2nd September.
FOOCHOW, VIA SWATOW		K. A. Kashi	September.
AND AMOI		"ANPING MARU"	WEDNESDAY, 9th September.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.		STEAMERS	TO SAIL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).		"MOGUL"	About 8th Sep.
PROPOSED SAILINGS FROM HONGKONG.		"BRAHMA"	10th Sep.
1903.		"SATUMA"	23rd Sep.
"SHIMOSA"		"SHIMOSA"	10th Oct.
"KURDISTAN"		"KURDISTAN"	24th Oct.
"RICHMOND CASTLE"		"RICHMOND CASTLE"	7th Nov.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.		STEAMERS	TO SAIL
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.		"CHUSAN"	On 1st September.
The Steamship		"CHUSAN"	On 1st September.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.		STEAMERS	TO SAIL
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)		"PERSIA"	On 1st September.
THE Company's Steamship		"PERSIA"	On 1st September.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.		STEAMERS	TO SAIL
The Steamship		"NORDKYN"	On 1st September.
will be despatched on WEDNESDAY, the 30th SEPTEMBER.		"NORDKYN"	On 1st September.

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.		STEAMERS	TO SAIL
SINGLE, \$20; RETURN, \$35.		"DAIGI MARU"	SATURDAY, 5th September.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.		"MAIDZURU MARU"	WEDNESDAY, 2nd September.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."		STEAMERS	TO SAIL
Captain Samuel Bell Smith.		"WING CHAI"	On 1st September.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion, Sundays, at 8.30 A.M.; from Macao (week days) at about 3 P.M. and (Sundays) about 8 P.M.		"WING CHAI"	On 1st September.

NOTICES TO CONSIGNEES.

S.S. "SHIMOSA."		STEAMERS	TO SAIL
FROM NEW YORK.		"SHIMOSA"	On 1st September.
CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.		"SHIMOSA"	On 1st September.

BOSTON TOWBOAT COMPANY.

STEAMSHIP "LYRA."		STEAMERS	TO SAIL
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.		"LYRA"	On 1st September.
The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.		"LYRA"	On 1st September.

THE H.A.L. Steamship.

S.S. "SAMBIA."		STEAMERS	TO SAIL
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.		"SAMBIA"	On 1st September.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 27th inst.		"SAMBIA"	On 1st September.

THE P. & O. S. N. Co.'s Steamship.

S.S. "BALLARAT."		STEAMERS	TO SAIL
FROM BOMBAY, COLOMBO AND STRAITS.		"BALLARAT"	On 1st September.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.		"BALLARAT"	On 1st September.

STEAMSHIP "PETRACH" GENERAL AVENUE.

Open at 10 A.M. and 4 P.M. daily, Sundays
 excepted, to receive and deliver parcels, sundries
 Wm. FARLANE, Manager.
 Hongkong, 18th November 1901.

QUAN WAH & CO.,
 GRANITE MERCHANT CONTRACTORS.
 Dealers in
MARBLE & GRANITE
MONUMENTS.
 No. 1, QUEEN'S ROAD EAST.
 Estimates, Designs & Prices on Application
 All descriptions of Granite for Export.
 Hongkong, 17th October, 1909.

BUDWEISER
BEER

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.		STEAMERS	TO SAIL
have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.		"ICE"	On 1st September.
Wm. FARLANE, Manager.		"ICE"	On 1st September.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.		STEAMERS	TO SAIL
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.		"BUDWEISER"	On 1st September.
This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.		"BUDWEISER"	On 1st September.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.		STEAMERS	TO SAIL
A.I. & B.C., Scott's and Engineering Code Used.		"DOCK"	On 1st September.
DOCK No. 1 (at TATEGAMI).		"DOCK"	On 1st September.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.		STEAMERS	TO SAIL
This Forty-first ANNUAL ISSUE, THE CHRONICLE AND DIRECTORY, although printed in smaller type than formerly, and condensed in every possible manner, contains every year more pages.		"HONGKONG"	On 1st September.
Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, \$9.00. Directory only pp. 1,179, \$5.00.		"HONGKONG"	On 1st September.

HIGH-CLASS CHRISTMAS CAKES, decorated...

PLAIN CHRISTMAS CAKES...		STEAMERS	TO SAIL
Plain Christmas Cakes... from \$1.00		"CHRISTMAS"	On 1st September.
German Sand Cakes... from \$1 to \$5.00		"CHRISTMAS"	On 1st September.

MARTIN'S APIOLINE PILLS.

SANTAL MIDY.		STEAMERS	TO SAIL
These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.		"SANTAL MIDY"	On 1st September.
Each Capsule bears the name MIDY.		"SANTAL MIDY"	On 1st September.

SAVARESSE'S SANDAL CAPSULES.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.		STEAMERS	TO SAIL
This Forty-first ANNUAL ISSUE, THE CHRONICLE AND DIRECTORY, although printed in smaller type than formerly, and condensed in every possible manner, contains every year more pages.		"HONGKONG"	On 1st September.
Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, \$9.00. Directory only pp. 1,179, \$5.00.		"HONGKONG"	On 1st September.

After a Call.

Rainier Beer.		STEAMERS	TO SAIL
Every home should have a supply on hand—always. Each member of the family will attend to the disposing of it with considerable pleasure.		"RAINIER"	On 1st September.
A. S. WATSON & CO., LTD., HONGKONG, AGENTS.		"RAINIER"	On 1st September.

Apollinaris.

"THE QUEEN OF TABLE WATERS."		STEAMERS	TO SAIL
SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY KING EDWARD VII.		"APOLLINARIS"	On 1st September.
AND HIS ROYAL HIGHNESS THE PRINCE OF WALES.		"APOLLINARIS"	On 1st September.

